

SLOCUM'S BOATS AND HOSE NOT INSPECTED

Van Schaick, Carried Before Coroner's Court in a Wheel Chair, Says Government Officials Did Routine Duty in a Most Perfumatory Manner.

The jury which has been holding an inquest into the Gen. Slocum disaster finished taking the testimony this evening and at once began making up its report and verdict.

Capt. William H. Van Schaick, who commanded the Gen. Slocum at the time of the big disaster, actually laughed at the Coroner's inquest to-day when asked if any Government inspector ever inspected hose or lifeboats on the Slocum. "No," he replied, as if the question were an absurd one.

Q. NO ONE EVER INSPECTED ANYTHING? A. NOT THAT I KNOW OF.
Q. DID YOU? A. NO.
Q. Did you ever hold any fire drills on the Slocum this year? A. Yes.
Q. How many? A. Three or four.
Q. Where? A. At the dock.
Q. What did these fire drills consist of? A. Well, I can't go into details just now. I don't recall just what they were.
Q. Did you use all the fire hose on these boats in these drills? A. No, only one or two lines.

Various members of the crew had testified that there had been no fire drills.
CARRIED IN A ROLLING CHAIR.
Capt. Van Schaick was carried into the Coroner's court in a rolling chair to give his testimony. Several policemen lifted the chair to the high witness platform, his injured and bandaged leg was adjusted upon another chair, and the oath was administered. The captain was still weak and nervous, but seemed eager to tell his story.

Q. You know the steamboat inspector, Lundberg? A. Yes, he inspected the boat this spring.
Q. Did he inspect the life-preservers? A. Yes, he looked at them.
Q. Did he test their supporting power? A. No.
Q. Did you ever try to find out how much these life-preservers would support? A. No.
Q. Did Lundberg reject any of the life-preservers he inspected? A. Yes; one. It was dirty, but perfectly sound.
Q. You only bought one line of hose this spring? A. Yes.
Q. How long was that hose on the forward main deck on the boat? A. Since she was built.
Q. Was that hose ever used? A. No.
Q. Did Inspector Lundberg make any test of the fire hose on the boat this spring? A. No.
Q. Did any inspector ever inspect hose or lifeboats on the Slocum? A. No.

It was at this point that Capt. Van Schaick laughed.
COUNSEL STORMED IN VAIN.
Attorney McManus, for the Knickerbocker Steamboat Company, objected to Capt. Van Schaick answering questions. After much quibbling the examination proceeded, the questions being put by Mr. Garvan.

Q. How long have you been captain of the Slocum? A. Since she was built in 1891.
Here Mr. McManus made another vigorous protest, but still Van Schaick showed his willingness to talk.
Q. Did you have anything to do with the providing of fire apparatus for the Slocum? A. Yes.
Q. Did you have anything to do with the providing of fire-fighting apparatus the last spring? A. I refuse to answer.
Q. On what ground? A. Because I only had second charge. That is, Capt. Pease, Commodore of the fleet, had charge over me.

Q. How many life-preservers have been purchased and put on the Slocum since she was first equipped? A. Well, along in 1894, 1895 or 1896 we got 200 or 300 new ones.
Q. Have any life-preservers been thrown out by the Government inspectors since 1891? A. Yes, two or three.
Q. How many have you thrown out yourself since 1891 as not good? A. Fifteen or twenty.
Q. What was your crew?
Mr. McManus again advised witness not to answer questions. Coroner Berry became angry and threatened to eject counsel from the court-room if he again interfered.

LIFEBOATS AND FIRE HOSE.
Q. You simply had linen or fabric hose on the main deck? A. Yes.
Q. And there were six lifeboats on the hurricane deck? A. Yes.
Q. And how many life rafts? A. Four.
Q. All of these have been on the boat since she was built? A. Yes, except the rafts, which were put on three or four years she was built.

Capt. Van Schaick showed a remarkable willingness to tell everything he knew, making Counsel Dittenhoefer and McManus most uncomfortable. Both protested vigorously. Ex-Judge Dittenhoefer made an eloquent appeal, saying it was inhuman to ask this witness questions which might tend to incriminate him. But still he was willing to testify.

Q. Were any life-preservers ever repaired on the Slocum? A. No, only to put new straps on those on which they dropped off.
Q. None were re-covered? A. No.
Q. Did you have any talks with President Barnaby this year about the equipment of the boat? A. No.

Q. With Mr. Atkinson? A. Yes; I told him what I wanted and he said for me to get it.
Q. Was Mr. Barnaby ever on the boat? A. I didn't see him.
Q. Was Mr. Atkinson on the boat? A. Yes; he was there the morning of the disaster.

Q. Were any other officers on the boat? A. No.
Q. Did any officer or director of the company ever ask you about the fire-fighting or life-saving equipment of the Slocum? A. Only to ask me if everything was all right.
Q. And you answered? A. That everything was all right.

Q. What did you do to the life-preservers this spring? A. Went over them, dusted them, made some repairs and put them back.
NO EFFORTS TO MAN LIFE-BOATS.

After resting half an hour Capt. Van Schaick, in his rolling chair, was dragged back to the stand.
Q. Where were you when the fire was discovered? A. In the pilot-house.
Q. What did you do when the mate yelled up the tube that the boat was afloat? A. I ordered the boat ahead at full speed and went below to see what the fire was.

Q. What turned you back? A. The fire, of course.
Q. You went back to the pilot-house? A. Yes.
Q. Did you give any orders to the crew? A. No; they were below.
Q. Was any effort made to lower life-boats? A. No.
Q. Did you order the crew to try to save any one? A. No, I didn't see the crew. I went back to the pilot-house and ordered the pilot to run to North Brother Island and beach her.

Q. Where was the boat when the fire was discovered? A. Above the Sunken Meadows. I saw that the boat was gone and I ran back and shouted to Pilot Van Waart to beach her at North Brother Island. That was the nearest place we could reach and where the passengers would find more assistance.

Capt. Van Schaick, in answer to a question by the jury, said it would have been impossible to beach the Slocum at any other place.
Congressman Goulden brought out the information from the witness

EVENING WORLD RACE CHART

ELEVENTH DAY AT SHEEPSHEAD BAY.

The Evening World's charts are indexed from first race at Aqueduct.

Index	Horse	Jockey	Wt.	St.	%	%	%	Fin.	Open	Clos.	P.	Sh.
382	First Race—For two-year-olds; \$1,000 added; six furlongs on main track. Start good. Won by 1 1/2 lengths. Winner, B. C. by G. W. Johnson.	Thames McKenna	Owner—T. E. Munday									
383	Second Race—For three-year-olds and up; \$1,000 added; one mile. Start good. Won by 1 1/2 lengths. Winner, B. C. by G. W. Johnson.	Thames McKenna	Owner—T. E. Munday									
384	Third Race—The Sturges Cup, for gentlemen riders; \$1,000 added; full steeplechase. Start good. Won by 1 1/2 lengths. Winner, B. C. by G. W. Johnson.	Thames McKenna	Owner—T. E. Munday									
385	Fourth Race—The Bay Ridge; for three-year-olds and up; \$3,000 added; one mile and a quarter. Start good. Won by 1 1/2 lengths. Winner, B. C. by G. W. Johnson.	Thames McKenna	Owner—T. E. Munday									
386	Fifth Race—For three-year-olds and up; \$500 added; six furlongs on main track. Start fair. Won by 1 1/2 lengths. Winner, B. C. by G. W. Johnson.	Thames McKenna	Owner—T. E. Munday									
387	Sixth Race—For three-year-olds and up; Handicap; \$1,200 added; mile and a sixteenth. Start fair. Won by 1 1/2 lengths. Winner, B. C. by G. W. Johnson.	Thames McKenna	Owner—T. E. Munday									

Scratched—Handicap. Winchester off b. d. had no chance. Jack McKenna had a world of speed. Fleur de Marie closed a big race.

344 2123 RACE—The Strippu Cup, for gentlemen riders, \$1,000 added; full stakes chase course. Start good. Won and lost riding. Time—5:17. Winner, ch. g. b.												
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353	Whinberry	McKenna	144	6	7	1	1	1	1	1	1	1
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